

LOTS OF MOTOR  
SPORT IN WESTCalifornia to Be Center of  
All Big Events Until the  
Indianapolis Race.

California is to be the motor racing center of the world until the 500 mile race over the Indianapolis speedway attracts attention to the east in May. The Corona race, with its \$12,500 purse money attracted a brilliant field to the Pacific coast, and there are events on the speed calendar which will hold the drivers there.

Not only is there to be more high class racing in the state than ever before, but 1915 is to see a general revival of the motor sport. Several big makers who years ago retired from the speed arena are planning again to take up the speed end of the game.

This is the word brought by Fred J. Wagner, who is one of the deans of the institution of automobile racing. Wagner, who is known wherever racing is, grew up with the automobile industry. He helped racing in its young, doubtful days and ever since has been a factor in the welfare of the game through being "on the square."

"I look for a big year in the automobile sport," said Wagner. "I am influenced in this belief by recent talks with manufacturers in the east. Racing has reached such a dignified and stable basis that it is a decided asset to the country."

"Some of our most businesslike factories now are making large appropriations for racing. For racing in a sense is business, and both makers and the public may thank racing for the rapid development of the motor car. Had they waited until speed contests the automobile would be 10 years behind what it is now. It would have required at least 10 years more by ordinary experience to find out what racing has taught."

The oiling system of the automobile is just one instance. I remember when an automobile at speed nearly blew up before the race was a quarter run. In many races radiators actually were put out of commission by the heavy steam pressure. Such a thing is unheard of today. And what the engineers learned in racing they immediately applied to stock cars. In that way every race has helped the automobile."

With the Corona race decided, the drivers now will turn their attention to San Diego, where, over the Point Loma course, a race worth approximately \$12,000 will be run Jan. 2. It is very probable that every car which came through Corona in good shape will participate at San Diego. And the field will be increased also by other racers. It is expected that a number of two makers will give their Vanderbilt and Grand Prix racers a thorough tryout in this race.

The Vanderbilt and Grand Prix will be run over the exposition grounds in February, in San Francisco.

The tendency now is both the promoters and drivers to run safe courses. All other things being equal, the Santa Monica course is the greatest in the world, because it is not only the safest, but the fastest.

Ohio Registers 100  
Motor Cars Daily

State registrar of motor cars J. A. Wheeler in a report covering his office up to Nov. 1, shows that there have been 121,500 registrations of motor cars in Ohio since the first of the year. Since new registrations are coming in at the rate of 100 daily, it is expected the total will at least reach 123,000. Chauffeurs have been registered to the number of 11,000. The total receipts of the office since the first of the year in round numbers has been \$250,000. This sum is far in excess of the expenses and leaves a neat surplus. Since Sept. 1 the cost of registering a gasoline car has been cut to \$2.50 and an electric to \$1.50.

## BRIGHT RUNNING BOARD.

Aluminum floor and running boards will keep bright and untarnished for some time, but will eventually grow very dull in places where there is no wear to keep them shiny. Scrubbing with ordinary substances is of no avail, and the only thing to do is to apply a solution of 10 to 15 percent of sulphuric acid. This should be well rubbed into the surface with a stiff brush, and afterward washed off with pure water. Care should, of course, be taken that none of the acid gets on the hands or clothes, or on the wood parts of the car.

## FAULTY PISTON RINGS.

A faulty set of piston rings in one cylinder will cause a motor to run irregularly. All the cylinders should have equal compression. One weak cylinder will cause a disagreeable pound, which is not only annoying to the driver, but injurious to the whole mechanism.

## Advice to Speeders

A Recipe For Softening the Hearts  
of Motor-Cycle Police

I'm not dead certain it will work—I've seen some young and lovely womankind smile on a "cop" who never turned a hair under the fire of their eyes—and I've seen some straight and beautiful policemen with hearts like stones when you were going thirty miles an hour on Polham Road, no matter how hard you smiled—but it's the best thing I know—if you have the little speed-call gnawing

in your brain—if you are of those motorists who spurn the earth and try to rise off it—who wish that wishes could grow wings to the running boards—take plenty of girls!

Along with your good nature, fur rugs, plenty of gasoline and water and oil, take plenty of girls to melt the heart of the man in blue who skims alongside

and puts out an all powerful hand that must not be denied. I may be that under the concentrated beauty of the smiles of a dozen girls his eyes may wander and his conscience nod and sleep!

To win a "well—this time—but, remember young fellow, I've got your number," from the swooping "cop"—take plenty of girls.—NELL BRINKLEY.

TOURING U.S.  
IN A FORD CAR

These People Have Visited  
Five State Capitals and  
National Capital.

Driving a Ford touring car from Vermont to California, J. K. Reynolds, wife and children passed through El Paso this week for Los Angeles. When they reach the Pacific coast they will have traveled more than 6000 miles on their transcontinental trip, which was started during the early summer. The party has traveled through five state capitals and the national capital at Washington. They visited Albany, N. Y., Harrisburg, Pa., Columbus, O., Springfield, Ill., and Austin, Tex.

The party spent Thursday in El Paso and had their car overhauled at the Tri-State Motor company, local Ford agents. Mr. Reynolds, in speaking of the trip, said that the party had encountered no serious accidents on their long journey and found the highways in much better condition than they expected. They made the trip from Cumberland, Md., to St. Louis over the "National Pike" and came through Texas over the Southern National highway and from El Paso will travel to Los Angeles over the Borderland. The party carried a complete camping outfit—tent, gasoline range, folding cot and other equipment.

Full-Worth Roofing—\$1.00, \$1.25 and \$1.50 per roll. Burton-Lingo Co., phone 55.—Advertisement.

WHAT BECOMES OF OLD AUTOS?  
WHERE ARE FIRST LOCAL CARS?

Few of the Original Owners Now Know Where Their  
Cars Disappeared; the Transmission of One Is Doing  
Duty as Machinery Shifter in Local  
Shop; First Car Here Burned Up.

WHAT becomes of all the old automobiles?

This is a question that has often been asked but seldom answered. Each year thousands of automobiles are manufactured and sold and thousands are discarded to the scrapheap. Like all pieces of expensive machinery, the automobile winds up its career of usefulness by being sold for old junk. The engines are often sold to second hand dealers, who utilize them for many different purposes.

Many of the automobiles purchased years ago by El Pasoans—have long since found themselves in the discard, while others have burned up. Perhaps the oldest car in point of service now owned in El Paso is a Rambler, purchased in 1904 by Charles Rader. This car has traveled more than 300,000 miles and is today being used by Mr. Rader. The car is now nearly 15 years old and has seen hard service over the highways of the southwest.

Fred Woodworth, of the El Paso Lumber company, has a two cylinder

Reo, which he purchased in 1907 and which has run approximately 75,000 miles and is still in use. This car has probably traveled further than any little car ever owned in the southwest. It is still being used by Mr. Woodworth to drive daily to and from the office.

The first automobile ever brought to El Paso was owned by the late Frank Bell, who brought it here in 1901. He purchased the car from the Locomobile factory and it was a great curiosity to the residents of El Paso. Every time Mr. Bell appeared on the streets with the machine a large crowd would gather to inspect the new form of locomotion. The automobile was only in its infancy when Mr. Bell purchased the car and he did not find it much of a pleasure conveyance. As a rule the machine was taken from the garage without making a short distance down the street. The machine burned up in a fire about a year after Mr. Bell purchased it.

The first electric automobile ever brought to El Paso was purchased by Felix Martinez. He states that he purchased the car about 1899 to be used as a delivery car for the Daily News, since absorbed by The El Paso Herald. But like the Locomobile owned by Mr. Bell, the electric was anything but a success as an automobile. Mr. Martinez, in speaking of the car recently, laughed and said that the machine only moved when someone had his shoulder against it and seldom moved on its own locomotion. After several experiments with the machine, he abandoned it, and finally gave it to some boys who soon destroyed it. The electric cost Mr. Martinez \$200.

Roads Too Rough.

J. A. Smith purchased one of the first gasoline automobiles in the city. It was a failure, principally because of the rough roads and the fact that at the time, and he finally sold it to a Mexican and the car has long since been in the scrap heap.

The car was a Cadillac and the tonneau opened in the back, the passengers stepping up as in an omnibus. The seats were on either side and in the back of the car.

There were many other automobiles purchased from that time until 1907, but there were few of the cars that were successful. In 1907 the state passed the automobile license law and all motorists in the county owning machines had to have them registered. This is the first record obtainable of El Paso automobiles.

The first automobile license issued in 1907 by Park Pitman, county clerk, was taken out by Dr. Frank Fincher. He secured the license on August 1, for a Holman automobile, a small runabout. He still has the car and drives it each day. The machine has seen seven years of continual service.

Quits Engine for Auto.

"Bitty" Davis, a former railroad engineer, on the 30th day of August, 1914, took out the third automobile license. This was his second car, however. His first one he purchased in 1902, when he gave up his position at the throttle of a locomotive and put the first public car into service in El Paso. Mr. Davis has been driving a public machine since that time. His first car was a Cadillac; his second an Oldsmobile.

The fourth automobile license issued by the county clerk was taken out by W. B. Latta for a Reo touring car. Mr. Latta states that he sold the machine a year later, but does not remember to whom.

Transmission Still Good.

J. A. Krakauer took out the fifth automobile license, for a four cylinder Premier. He drove the car for several years and later tore it down. The transmission is now being used to shift machinery in the shops of Krakauer, Zork & Myle, sure. The frame of the

33 CARS FOR  
RACE THIS YEAR

Entry Blanks For Indianapolis  
Event Out; Foreign  
Cars Will Be on List.

Indianapolis, Ind., Dec. 5.—Entry lists for the next Indianapolis 500-mile race, May 29, are now open, 500 entry blanks having been sent out to manufacturers of cars and private owners here and abroad. Despite the war, it is thought the contest will be most successful, plenty of material being available on both sides of the Atlantic. Italy alone is expected to furnish no less than six machines.

Changes in the specifications for the Indianapolis contest are numerous, the chief of these being the reduction of motor dimensions by one-third, or from 450 to 300 cubic inches, and the raising of the speed minimum to 80 miles. With much smaller machines better results are demanded. This is the chief utilitarian function of the racing game.

The number of starters has been raised to 33, as compared with 30 of years previous. This is the full capacity allotted the track under the ruling of the American Automobile association, which specify a limit of one car to every 400 feet of track.

Speed trials to determine the final field will be held 10 days ahead of the race, in the inverse order of entry, the fastest 33 being eligible. In the event of more than three cars of one make entering, the fastest three will be admitted. This is to eliminate the speedway from wrangles between factories and private owners desiring to enter cars of the same make in excess of the A. A. maximum.

Cars will line up for the start in the order of the time made in the speed trials, the fastest car starting in first position, next the pole. Racing numbers will be issued on the same plan, the fastest car receiving No. 1. This is to avoid the possibility of a split during the flying start, when a slow machine in front would be in the way.

The color of cars will be according to international usage, i. e., Germany, white; Belgium, yellow; France, blue; Italy, red; and America, red and white. In previous years individual combinations have been employed, at times to the great amusement of the spectators. Regulations as to the physical condition of drivers and the mechanical soundness of cars will be more rigidly enforced next year than ever before. The front axles of all machines must be entirely new two days before the race. This is to guard against possibility of accident, due to crystallization or other defect. Any car spilling an excess of oil on the track, will, for like reasons, be disqualified.

The Dawson-Gilhooley accident of last year has caused chain-driven cars to be barred from the track, unless the chains are adequately though not necessarily fully enclosed. Gilhooley, it will be remembered, came to grief because a bursted tire caught between his chain and gears, rendering his car beyond control, due to the action of his differential. This accident was not as has so often been stated, traceable to incompetence on Gilhooley's part.

Prizes remain substantially the same, \$10,000 being split 10 ways among the winners, with \$20,000 first money. The intermediate trophies, however, including the G. & J. trophy, the Remy trophy and brassard, the Prest-O-Lite trophy, and the Wheeler-Schebler cup, will not be withheld if their winner fails to go the entire distance of 500 miles, as formerly, but it will be awarded regardless of their owner's status at the finish. This, it is thought, will speed up the race a great deal.

EL PASOANS MAKE AUTO TRIP TO ELEPHANT BUTTE  
Fred Knollenberg, his father, F. W. Knollenberg, of Quincy, Ill., Juan Castillon, of Torreon, and Kenneth D. Oliver left Saturday morning in Mr. Oliver's automobile for a trip to Elephant Butte dam. They will return Sunday afternoon.

Athens cloth-lined weather strip keeps out the cold. Rathbun-Mix Co.—Adv.

Will Everybody Own  
an Auto? 1,450,000 in  
1915, Asserts a Dealer

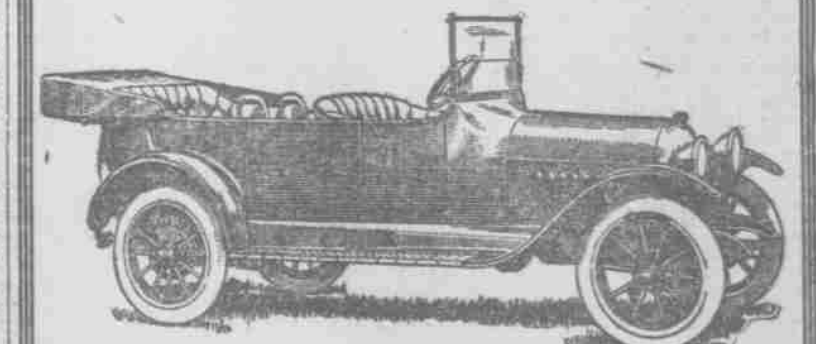
The Production Outstrips Growth of  
Country, Says Man Who Has Been  
Figuring It Out.

Will everybody have an automobile? Local motoring authorities are today asking each other that question in

view of the number of purchases recently reported.

An expert expresses the opinion that by the end of the 1915 season, approximately 1,450,000 cars will be in service in the United States, which means that one out of every 15 families will have an automobile.

There are well over 1,000,000 cars in active service, according to state, county and city license records, at the present time, and it is expected in 1915 that no less than 450,000 models will be built.

Velle  
"Biltwel Six"  
Five Passenger Touring

## The Six That Was Tried by Jury

## Real Body Beauty Attained

## Big Car Comfort in a Light Six

The superiority of the Velle "Biltwel Six" has been definitely proven. A jury of automobile experts, asked to pass an opinion after our own engineers had told us the car was the best Velle could build, called it "The Final Development of the Light Six."

And they found 61 big and important reasons for their decision. They are found in combination only in the Velle.

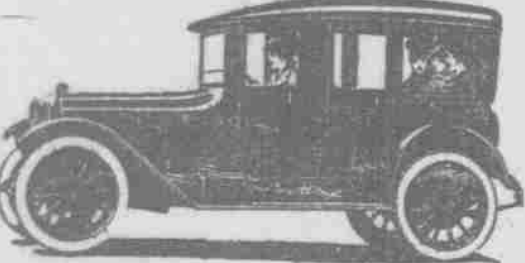
Let me explain the 61 reasons to you.

M. L. NAQUIN  
DISTRIBUTOR

West Texas, New Mexico, Arizona, Northern Old Mexico

Phones 578-878.

Showrooms,  
Hotel Taxicab Garage,  
El Paso, Texas.

The Hupmobile  
CAR OF THE AMERICAN FAMILYProtect the Family  
In Bad Weather

Everybody knows the Hupmobile has long been the car of the American family.

Now it is the winter car of the American family, because the Sedan top gives the family complete protection, says the Lone Star Motor Co., the local Hupmobile dealer.

I'd like you to see the car with the top fitted, because I'm pretty sure you will want one for your own family.

The extra cost is so small that it is out of all proportion to the comfort afforded and the colds and doctor bills it prevents.

Its appearance is handsome—it harmonizes perfectly with the 1915 Hup's beautiful lines—it is substantially built and firmly, though temporarily, attached.

Inside it compares with the richest limousine.

And when spring comes, take it off and store it away.

If you care for your family's comfort and your own, better see the new car.

\$1365

F. O. B. Detroit  
Touring Car with Sedan Top;  
Roadster with Coupe Top, \$1325  
F. O. B. Detroit



Lone Star Motor Company  
Phone 6209. 355 Myrtle Ave.  
EL PASO, TEXAS.

Lone Star Motor Company  
Phone 6209. 355 Myrtle Ave.  
EL PASO, TEXAS.